

CNRMA

COMMANDER NAVY REGION MID-ATLANTIC



Serving the
Mid-Atlantic Region
Navy Community

Safety Office

Naval Amphibious Base
Little Creek



SAFETY ADVISOR

June 2006

The Navy Region, Mid-Atlantic Public Safety, Little Creek Safety Office publishes the Safety Advisor and widest dissemination within your organization is encouraged. Please post on official bulletin boards and route to your staff.

Critical Days of Summer

May 30th marks the beginning of:



Throughout the summer months the Safety Advisor will address specific topics designed to keep you
alert. aware. able.

Water Safety

Why is water safety important? Water can be deadly or dangerous; it just depends on how you, your friends and family members approach it. Many of us will be heading to the beach or pool to cool off sometime this summer. Both locations are great for recreation, relaxation, sports and our health. However disregard for water safety can lead to

- Injuries
 - Cuts
 - Scrapes
 - Broken bones
 - Permanent disabilities
 - Bites/Stings
 - Drowning
 - Death from other causes
 - Head Injuries
 - Hypothermia

Water deserves your respect and it is up to you to be responsible for your safety around the water. Here are some tips to keep yourself, friends and family members safe while on the water this summer:

- If you don't know how to swim – LEARN
- Know your limits – don't go in the water if you are tired, cold, or overheated
- When swimming long distances, parallel the shore line, don't swim away from it



- Check your position and water depth, make sure you can get back to shore
- Use the buddy system – Never swim alone
- Unless you are in a lighted swimming pool – stay out of the water after dark
- In this case, alcohol and water don't mix – if you are going to drink, stay away from the water
 - Remember – Alcohol INCREASES the loss of body heat and INCREASES the risk of dehydration
- Enter the water FEET FIRST, not head first
 - A depth of 10' is recommended for diving
 - Check the area for underwater obstructions, rocks, logs, and other unseen objects
 - Don't dive from bridges, rocks or into above ground pools
- Make sure the beach area is posted for swimming and lifeguards are available
- Tips for backyard pools
 - Make sure children are always supervised around pools
 - Install a 5' fence with around pool areas
 - Have a self-closing gate that can be locked when the pool is not in use
 - Post signs for No Diving
 - If you have small children
 - Install an alarm that monitors water movement to alert you if someone enters the water
 - Remove all toys from the pool areas – toys left around the pool can draw a child's attention and they may suddenly decide that's the toy they want to play with
 - Make sure you have proper life-rings – don't rely on rafts and inner-tubes for rescue

CLICK-IT OR TICKET **Campaign Enters Final Week**

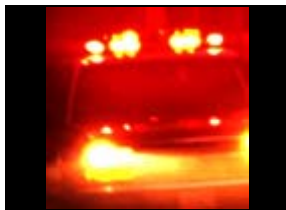
Click It or Ticket is a high visibility enforcement program designed to raise safety belt usage and save people from death and serious injury on the streets and highways. The program will use educational radio messages recorded personally by chiefs and sheriffs, along with stepped-up enforcement, to send a strong message that safety belts save lives.

Just because the high-visibility enforcement program is winding down this week doesn't mean you can go back to not wearing your safety belts....it only takes 21 days to form a new habit...13 down and only 8 to go...it's a good habit to get into! NABLC Security had been monitoring and has issued 1200 summons since the beginning of this campaign on May 22nd 2006.



Please remember to make sure your seatbelt are fastened and child safety seats are secured and fastened properly before you take off for that great vacation you've been planning for month's and counting down the days until you "can get away from it all".

Traffic Safety Statistics



Traffic Death Update

On May 19, SGT riding a motorcycle was fatally injured when he collided with a fire hydrant. SGT died on 5/20/06.

[PMV Stats](#) | [PMV Narratives](#)

Navy and Marine Corps PMV Deaths – FY06 to date = 97

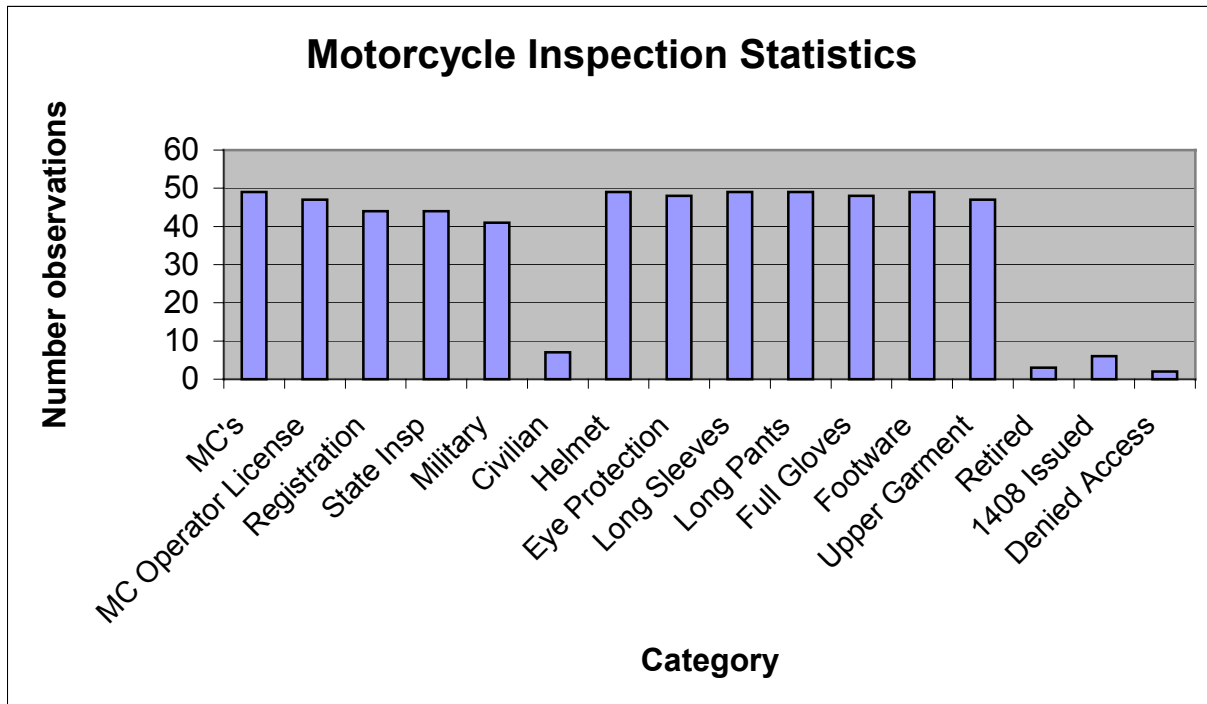
Breakdown of Traffic Deaths for FY-06

Service	4-Wheel Fatalities	2-Wheel Fatalities	Pedestrian Fatalities	Totals
Navy	37	18	1	56
Marine Corps	27	10	4	41
Navy/Marine	64	28	5	97

Results from May 2006 – MC Safety Inspections



On May 26th the Little Creek Safety office along with Base Security participated in a region wide safety inspection of all motorcyclists that came through all open gates between 0600 and 0800 hours. We stopped and inspected a total of 49 motorcyclists entering NABLC during the two-hour period and are happy to report that only two riders were reminded to wear full-finger gloves or a brightly colored upper garment. If you wear a backpack while riding your motorcycle, we recommend it either be a bright color or place a few stripes of reflective tape on the pack to help increase your visibility. Remember – You should always have your driver's license, vehicle registration, proof of insurance, and proof of inspection (if required) in your possession at all times for the vehicle you are operating. Also, vehicles registered in Virginia are required to have Virginia State Inspection annually. Keep up the great work and ride safe!



Motorcycle Safety

Two-Wheelers Face Twice the Hazards By Ken Testorff, Naval Safety Center Public Affairs

(* Picture is not related to the accident in the article)

A Marine captain died when his speeding motorcycle left a paved surface, overturned, hit the right side of the road, and went airborne. The bike then collided with the far side of a ditch that parallels the roadway and came to rest at a tree line about 50 feet away. Officials found the victim's body in brush 31 feet from the side of the road and 119 feet from the point of initial impact.

Police estimate the victim was traveling about 75 mph (20 mph faster than the posted speed limit) when he crashed. They found a 287-foot skid mark at the scene.



The victim was wearing all the required PPE, and he had completed the required motorcycle-safety course. According to the police, he died at the site of many other motorcycle mishaps.

According to 2005 data from the National Highway Traffic Safety Administration (NHTSA), 4,008 motorcyclists were killed on our nation's roads in 2004, an 8 percent increase from 2003. Of those fatalities, 66 percent were not wearing a helmet in states without all-rider helmet laws, compared to only 15 percent in states with all-rider helmet laws. Annual motorcyclist injuries number more than 50,000.

In comparison, Naval Safety Center statistics show that 21 Navy and 13 Marine Corps motorcyclists died in FY05 crashes. Those numbers in FY04 were 25 and 7, respectively.

If you ride a motorcycle, always wear all the required PPE, which, for Sailors and Marines (as outlined in OPNAVINST 5100.12G), includes a DOT- or Snell-approved helmet, long trousers, long-sleeved shirt (minimum requirement), jacket designed for the motorcycle rider (preferred), full-finger leather gloves, hard-soled shoes with heels that protect the ankle, and protective eyewear.

Here are some more tips from the NHTSA and Motorcycle Safety Foundation (MSF) to help you guard against serious and fatal injuries:

Get licensed. All states require a motorcycle license.

Never drink alcohol before operating a motorcycle.

Follow all the rules of the road. Don't speed—40 percent of motorcyclists who die in crashes are speeding.

Watch for hazards on the road, such as large cracks, holes and bumps. Keep an eye out for vehicles coming from driveways and side streets.

Make sure your headlight is on every time you ride (a law in most states).

Don't let anyone ride with you until you're skilled at riding in all kinds of conditions.

If you're a new rider, take a motorcycle riders' course (a requirement for Sailors and Marines who ride motorcycles).



For more information, refer to these websites:

- Motorcycle Operator Checklist: <http://safetycenter.navy.mil/ashore/checklists/motorvehicle/motorcyclechecklist.htm>
- *Sea&Shore* Spring 2005, "Riding High on the Hog for Safety": <http://safetycenter.navy.mil/media/seashore/issues/spring05/ridinghighonhog.htm>
- SafeUSA.org: <http://www.safeusa.org/move/motorcyc.htm>
- Motorcycle Safety Foundation: <http://www.msf-usa.org/>
- Advocates for Highway & Auto Safety Fact Sheet on Motorcycle Helmets: <http://www.saferoads.org/issues/fs-helmets.htm>



Severe Weather Preparedness

Severe Weather Kills By Dan Steber, Naval Safety Center Public Affairs

Hurricanes, as Katrina and others have shown, kill and injure many people, damage houses and equipment, and wreak havoc whenever they hit. Tornadoes also pack an explosive punch. But have you ever wondered how many people are killed or injured in severe lighting storms? Are you one to take showers, chat on the telephone, stand near windows, or stay on the golf course while lighting cracks in the area? Lightning storms alone kill about 80 people each year in the United States and injure an additional 400. Some of these deaths included Sailors and Marines, and the threat of dangerous weather is a big concern during the Critical Days of Summer.

Ken Testorff, editor of *Sea&Shore* magazine at the Naval Safety Center, related in a 2002 issue of *Ashore* magazine an incident with a Sailor who was fishing when a bolt of lightning flashed about 50 yards away. A witness said, "Then I saw a shipmate yelling, jumping and holding his leg." That story went on to describe the misadventure of a Sailor who waited too long to reel in his fishing line and head for cover in a thunderstorm.

The Sailor had been fishing from a pier when it started raining and noticed some lightning strikes nearby, but the fish were biting, so he continued, ignoring the building threat.

The witness ran over to see if his shipmate was OK and to help him to his ship. A physical exam revealed no entry or exit burns, and an EKG check was within normal limits. However, an ambulance took the victim to a nearby hospital for observation and another EKG check. The results again were normal, so doctors released him.

I'm a golfer and learned a long time ago that it's best to get back to the clubhouse before the weather gets close. I wasn't always so smart and have tempted fate when I was a younger Sailor. A storm moved in over the Patuxent River, heading directly at the golf course. My playing partners didn't flinch, even with my constant reminders about the weather. We had carts and easily could have returned to the clubhouse. But the group huddled under, of all places, a group of trees. I fell to the ground, lifted my spikes off the ground, and "got as small" as I could get. The storm passed, but I learned a valuable lesson. I told my shipmates that I never would take that risk again...and I haven't.

Lighting kills more than 150 golfers each year. That number may seem small to some, but it's a real threat. Death shouldn't be the punishment for enjoying a round of golf.



But golf isn't the only area of concern. The U.S. National Oceanic and Atmospheric Administration (NOAA) has charted the risk of being hit. Open fields (parks, playgrounds) accounted for 868 deaths (27%). People under trees accounted for 14%. Water-related mishaps were 8%, and the aforementioned golf courses were 5%.

The best way to avoid being stuck out in the weather is to be prepared. Watch the weather reports on TV or in the paper, check the sky, and plan your events so weather doesn't become a factor. If caught in a storm, find shelter, avoid tall, isolated trees or other tall objects, in an open field get as low as possible (get in the lowest point possible) and put your hands on your knees and head between them (don't lie flat on the ground), avoid taking showers or talking on the telephone, and stay away from windows. These are just a few simple tips.

A number of very good websites are available that include a wide variety of information. NOAA at www.nws.noaa.gov/om/brochures/ttl.pdf has a very good guide on storms.

Their website also offers a few other statistics on lightning:

- One lightning casualty occurred for every 86,000 flashes in the United States.
- One death occurred for every 345,000 flashes.
- One injury occurred for every 114,000 flashes.
- Average number of thunderstorms occurring worldwide at any given moment – 2000.
- Average number of lightning strikes worldwide every second -- 100.
- Average number of lightning strikes worldwide per day -- 8.6 million.
- Average number of lightning strikes in the USA per year -- 20 million.
- Volts in a lightning flash - between 100 Million and 1 billion.
- Amps in a lightning flash - between 10,000 and 200,000.
- The average lightning flash would light a 100-watt light bulb for 3 months.

Resources or other links:

- National Lightning safety institute "It can't happen to me" Library: www.lightningsafety.com/nlsi_lls/incidents.html
- FEMA: www.fema.gov/areyouready/thunderstorms.shtm

Driving Under the Influence (DUI)

Drunk Driving: A Problem That Isn't Near Solved *By Derek Nelson, Naval Safety Center Public Affairs* (*Pictures are not related to article)

A look at national and Navy drunk-driving statistics leads to a single conclusion: Way too many people still think it is OK to drink and drive, even though nearly 17,000 Americans are killed, and more than 700,000 are injured each year in alcohol-related traffic crashes. That's 46 people on an average day, nearly 40 percent of traffic deaths.



Navy DUIs decreased every year from FY96 to FY00, but then they started to increase, peaking at 2,042 in FY04. Military examples of DUI deaths are all too easy to come by. Here are three:

An MM2, with only two months of experience on motorcycles and a learner's permit, went drinking with some buddies. He had an estimated six beers and three shots. His shipmates tried to stop him when he got ready to leave, but he ignored their efforts and took off just before midnight. He lost control in a sharp right turn and slammed into a drainage ditch, dying instantly.

A corporal with a BAC of 0.30 hit the road in his Camaro to get some more alcohol. He was speeding when he lost control. His car veered off the road, tore through a chain-link fence, and rolled several times. The Marine was dead at the scene, and a passenger was in serious condition.

Several friends from a helo squadron went drinking at a local bar. Another squadron mate agreed to come pick them up if they drank too much to drive back. They consumed six pitchers—about 8 beers each over a five-hour period. At midnight, two called for their prearranged ride. Two others decided to drive and insisted that they were OK, although the driver's BAC was 0.12. On the way back to their apartment, the Sailor at the wheel roared into a 30-mph exit ramp at between 65 and 70 mph. He lost control and drove over an embankment. The car fell 40 feet and landed on the roof, catching fire. One of the Sailors wasn't wearing a seatbelt. He was ejected and tumbled 80 feet across six lanes of traffic. He was dead at the scene. The other Sailor was buckled up and seriously injured.

The Sailor in that last mishap wasn't doing anything unusual by not wearing a seatbelt—unfortunately, nearly 80 percent of all occupants killed in alcohol-related traffic crashes weren't buckled up.

In spite of widely reported crackdowns on the problem of DUIs—in 2004, about 1.4 million drivers were arrested for driving under the influence of alcohol or narcotics—that is still only about 1 percent of the 159 million self-reported episodes of alcohol-impaired driving among U.S. adults each year.

In other words, less than 1 percent of the drunk drivers on the road at any given time are being caught and punished. This fact makes you think twice when you drive around at night on weekends, and dramatizes why spotting drunk drivers should be a big part of



alert. aware. able.

your defensive-driving skills.

Who is most at risk?

Males are twice as likely as females to kill themselves in a wreck while driving with a BAC of 0.08.

24/7

[OPERATION SUMMER FORCE PRESERVATION]

In 2003, 25 percent of drivers ages 15 to 20 who died in motor-vehicle crashes had been drinking alcohol.

Young men ages 18 to 20 (under the legal drinking age) reported driving while impaired almost as frequently as men ages 21 to 34.

Among motorcycle drivers killed in fatal crashes, 30 percent have BACs of 0.08 or greater.

Among drivers involved in fatal crashes, those with BAC levels of 0.08 or higher were nine times more likely to have a prior DUI conviction than were drivers who hadn't been drinking.

In 2005, a MADD and Nationwide Insurance survey, conducted by Gallup and entitled "Drinking and Driving: Americans' Greatest Highway Safety Concern," studied the reasons why people said they had been discouraged from drinking and driving. The top 10 factors were:

- Realizing they could kill or injure others (96 percent)
- Realizing they could kill or injure themselves (91 percent)
- Jail sentence (91 percent)
- Possibility of losing their license (89 percent)
- Paying substantial fines (85 percent)
- Having car impounded (85 percent)
- Installing an ignition interlock in vehicle if caught (81 percent)
- Fear of losing their job (80 percent)
- Sobriety checkpoints (80 percent)
- Increased auto insurance rates (80 percent)

Resources

- The National Commission Against Drunk Driving. NCADD independently unifies public- and private-sector organizations in order to advance effective solutions to the drunk-driving problem. Their website is at <http://www.ncadd.org>. Look for their "Safe Party Guide," a two-page pamphlet you can download, as well as "Partners in Progress: An Impaired Driving Guide for Action," which summarizes strategies and actions designed to reduce the carnage on our nation's roadways attributable to drunk driving.
- NHTSA 2004 Alcohol-Related Fatalities, by State, at <http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/RNotes/2005/809904.pdf>
- MADD and its 600 local chapters are excellent resources. Their website (<http://madd.org>) contains useful statistics and drunk-driving research



Arrive Alive
Don't Drink & Drive!

Random Thoughts...

If a Smurf holds his breath...What color does he turn....

MOTORCYCLE RIDERS PERSONAL PROTECTIVE EQUIPMENT (PPE) REQUIREMENTS

Per OPNAVINST 5100.12G, the following PPE is mandatory for all persons operating or riding as a passenger on a motorcycle on a Naval installation (military on and off base and civilian on-base):

(a) A properly fastened (under the chin) protective helmet certified to meet U.S. Department of Transportation (DOT) standards. If the host nation does not have an equivalent helmet standard, the helmet will meet the U.S. DOT standard. Fake or novelty helmets are prohibited.





(b) Properly worn eye protective devices (impact or shatter resistant goggles or full-face shield properly attached to the helmet). A windshield, fairing or eyeglasses alone are not proper eye protection.

(c) Properly worn long-sleeved shirt or jacket, long- legged trousers and full-fingered gloves or mittens designed for use on a motorcycle.



(d) Sturdy footwear is mandatory. Leather boots or over the ankle shoes are strongly encouraged.

(e) A brightly colored outer upper garment during the day and a reflective upper garment during the night. The outer upper garment shall be clearly visible and not covered. **Military uniforms do not meet these criteria.** (note: reflective vests are considered acceptable)

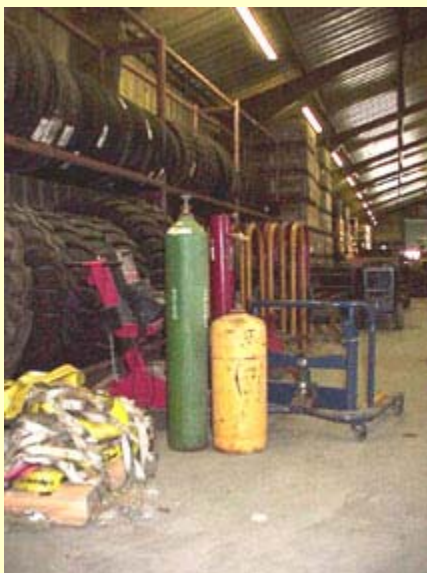
(f) PPE for operators of government-owned motorcycles, ATVs and OHMs during off-road operations shall also include knee and shin guards and padded full-fingered gloves.

We have attached a copy of the Motorcycle Safety Foundations (MSF) "Quick Tips" at the end of this months newsletter. Be sure to post the Quick Tips where motorcycle riders at your command can see them.

"The Deficiency Corner"

Could this be your worksite???

If you have this problem... let's do something about it!!



Problem: Store cylinder's so that will not be knocked over

Violation: 29 CFR 1910.253(b)(2)(ii)

Solution: Chain cylinders to a stationary object or cart



Problem: Battery Charging Area – no ventilation

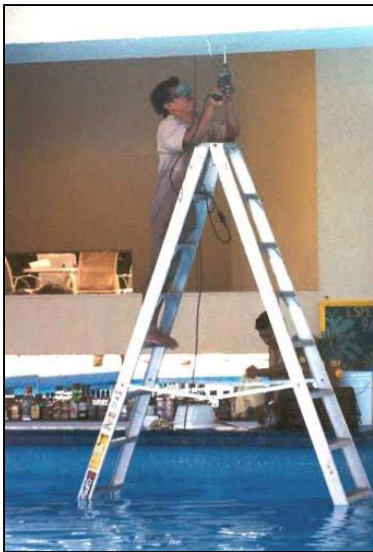
Violation: Requirements for changing/charging batteries

Solution: 29 CFR 1910.178(g)

alert. aware. able.

24/7

[OPERATION SUMNER FORCE PRESERVATION]



Safety Funnies?

Not so funny...
No further comment required...

Scheduled Safety Training

The following Training Classes are scheduled:

- **Motorcycle Safety – Basic Rider Course (BRC)**

- 12-13 June 2006 *(Class is full)*
- 26-27 June 2006
- 06-07 July 2006
- 17-18 July 2006
- 14-15 August 2006
- 28-29 August 2006
- 11-12 September 2006
- 25-26 September 2006
- 02-03 October 2006
- 16-17 October 2006
- 13-14 November 2006
- 11-12 December 2006

- For Registration form & procedures, visit our website at <http://www.nablc.navy.mil/safety/motorcycletrainingcourse.htm>
- Classes are generally conducted at 0730 at Bldg 3535 Base Chapel. Participants are to meet in the parking lot at the corner of 5th St. and D St (Lot is located between the Base Chapel and the NEX Furniture Store).

- Questions can be directed to 462-2199 or 462-2197



AAA Driver Improvement Program (DIP):

- ✓ 14 June 2006
- ✓ 28 June 2006
- ✓ 12 July 2006
- ✓ 26 July 2006
- ✓ 16 August 2006
- ✓ 30 August 2006
- ✓ 13 September 2006
- ✓ 27 September 2006
- ✓ 25 October 2006
- ✓ 29 November 2006
- ✓ 13 December 2006

- Classes are generally conducted at 0730 on the last Wednesday at Bldg 1602, Rm 112 E (Location changes will be announced next to dates above) of each month or

as requested. To register call 462-2199 or 462-2197 or visit our web site at:
<http://www.nablc.navy.mil/safety/dip.htm>

- The Navy Traffic Safety Program Instruction (OPNAVINST 5100.12G) requires DIP classes for:
 - All Navy military and DON civilian personnel operating government motor vehicles (GMV). Personnel are required to take the DIP Class if they are required to operate a GMV by job description, PD, a requirement of the specific job, etc. It does not include personnel who operate GMVs such as the CO/XO, person using a GMV to go on travel, etc.
 - All Navy military and DON civilian personnel involved in a crash while driving a GMV (whether on or off government property)
 - All Navy military personnel who have been convicted of serious moving traffic violations (e.g. reckless driving, driving while impaired, speeding, following too closely, failure to yield, etc.) while driving a private motor vehicle (PMV) or GMV (whether on or off government property)
 - All DON civilian personnel in a duty status who have been convicted of serious moving traffic violations (e.g. reckless driving, driving while impaired, speeding, following too closely, failure to yield, etc.), while driving a PMV or GMV (whether on or off government property)
 - (Note- Serious violations are similar to those considered "6-point violations" by the Virginia Department of Motor Vehicles).
- Offenders, military or civilian, shall successfully complete the American Automobile Association's Driver Improvement Program (AAA DIP) conducted by a COMNAVSAFECEN-approved instructor or other COMNAVSAFECEN approved training or lose installation driving privileges

...It Happens In June...

1-31 June - National Safety Month
1 – 4 June - Click it or Ticket Campaign – Final Week
11-14 June – American Society of Safety Engineers (ASSE) Annual Conference & Expo
14 June – Flag Day
18 June – Father's Day
21 June – First Day of Summer

Coming attractions

...in the next issue of the Safety Advisor

More on "The Critical Days of Summer"...

Outdoor Sports

Home Safety...

Watercrafts...

Fatigued Driving...

Speeding...

Future Planning

08/15/06 – 1300 – DUI Prevention Meeting – Marine Reserve Center Auditorium

08/17/06 – 0930-1030 – Quarterly Traffic Safety Council Meeting – Bldg 3535, Base Chapel

Thanks to everyone who contributed to this month's Safety Advisor

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QUICK TIPS: Ten Things All Car & Truck Drivers Should Know About Motorcycles

1. There are a lot more cars and trucks than motorcycles on the road, and some drivers don't "recognize" a motorcycle; they ignore it (usually unintentionally). Look for motorcycles, especially when checking traffic at an intersection.
2. Because of its small size, a motorcycle may look farther away than it is. It may also be difficult to judge a motorcycle's speed. When checking traffic to turn at an intersection or into (or out of) a driveway, predict a motorcycle is closer than it looks.
3. Because of its small size, a motorcycle can be easily hidden in a car's blind spots (door/roof pillars) or masked by objects or backgrounds outside a car (bushes, fences, bridges, etc). Take an extra moment to thoroughly check traffic, whether you're changing lanes or turning at intersections.
4. Because of its small size a motorcycle may seem to be moving faster than it really is. Don't assume all motorcyclists are speed demons.
5. Motorcyclists often slow by downshifting or merely rolling off the throttle, thus not activating the brake light. Allow more following distance, say 3 or 4 seconds. At intersections, predict a motorcyclist may slow down without visual warning.
6. Turn signals on a motorcycle usually are not self-canceling, thus some riders, (especially beginners) sometimes forget to turn them off after a turn or lane change. Make sure a motorcycle's signal is for real.
7. Motorcyclists often adjust position within a lane to be seen more easily and to minimize the effects of road debris, passing vehicles, and wind. Understand that motorcyclists adjust lane position for a purpose, not to be reckless or show off or to allow you to share the lane with them.
8. Maneuverability is one of a motorcycle's better characteristics, especially at slower speeds and with good road conditions, but don't expect a motorcyclist to always be able to dodge out of the way.
9. Stopping distance for motorcycles is nearly the same as for cars, but slippery pavement makes stopping quickly difficult. Allow more following distance behind a motorcycle because it can't always stop "on a dime."
10. When a motorcycle is in motion, don't think of it as motorcycle; think of it as a person.

JUNE

RECREATION & OFF-DUTY SAFETY

The safety of Sailors and Marines is equally important whether on or off duty. Recreation and off-duty safety (RODS) is the focus each year of the Naval Safety Center's 16-week (Memorial Day through Labor Day) "Critical Days of Summer" campaign. This campaign raises awareness about traffic, recreation, and off-duty safety. Headquarters, Marine Corps has developed a RODS safety course to better equip RODS program managers in the field. The course addresses popular sports and recreational activities in the Marine Corps, including athletics programs and extreme sports activities, water safety, off-road vehicles, child, youth, and teen programs, and hobby shop hazards. The course was designed to equip RODS program managers in the field with stronger guidance to conduct more detailed inspections of existing recreational programs.

RESOURCES

Naval Safety Center's Recreation Division
www.safetycenter.navy.mil/ashore/recreation/default.htm

OPNAVINST 5100.25 Series, Navy Recreation, Athletics and Home Safety Program
http://neds.daps.dla.mil/Directives/5100_25a.pdf

MCO 5100.30 Series, Marine Corps Off-Duty and Recreation Safety Program
www.safetycenter.navy.mil/instructions/ashore/510030A.doc

MCO P1700.29, Marine Corps Semper Fit Program Manual
usmilitary.about.com/library/milinfo/marinereg/blmco1700-29.htm

SUCCESS STORIES

Navy Manages Risk of Carbon Monoxide Poisoning in Base Housing
www.safetycenter.navy.mil/success/stories/0119.pdf

Pearl Harbor's Smart Center Returns the Fleet to Readiness
<http://www.safetycenter.navy.mil/success/stories/0056.pdf>



US Navy photo

Sailor stretches before participating in physical activity.



U.S. Navy photo by Photographer's Mate Airman Erica Teitler

Sailors play volleyball during aircraft carrier USS John F Kennedy port visit while supporting Operation Iraqi Freedom.

SAFETY DATES

National Safety Month
www.nsc.org

1-4 Click It Or Ticket Campaign (final week)
www.buckleupamerica.org

11-14 American Society of Safety Engineers (ASSE) Annual Conference & Expo
www.asse.org/annual_conf_frameset.html